inating himself as mediator as a con-

Congress, which was on the point of there were indications of revolt the Sen which is generally held to transcend the needs of the present moment. What Congress will do and how long it will take to do it is the dominating

question and upon the answer hangs the carrying out of the strike threat. Upon the form that the proposed eight hour legislation will take will depend in in principle. They desire freedom of

President's Plan Is Not Clear. The President's legislative advisers nemselves seemed uncertain to-night ow far this legislative day would go exactly what the President has in

fi the President intends to make it a flat eight hour day with a penalty for working the men overtime the trainmen would not support him. Apparently it is his intention to make it a basic eight measuring wages. In other words under the proposed legislation the men will get what they have been striving for, ten hours pay for an eight hour day, if the

President has his way.

At the same time railroad executives point out that the President's eight hour osal, unless the compulsory investi

wages or to settle the question of over-time pay. Therefore after the eight hour day is established by legislation the entire question of wages will recur and the deadlock is likely to be jus

Brotherhood Men Give Views.

That the President's proposal that machinery be provided for public in-vestigations of wage controversies be-fore strikes or lockouts are declared is regarded with misgiving by the em-ployees was indicated when the chiefs of the four brotherhoods issued a formal statement opposing compulsory arbitram. They declared that "the period investigation is utilized by the em-over to intrench himself in his effort defeat the demands of the men, no natter how just their cause may be.

To the other proposals contained in points of view of the two parties to the outroversy is the fear of dissension in Congress to east a doubt upon the suc-

The brotherhoods expressed their un-siterable opposition to President Wil-son's plan to compel public investigation

The word was given by the executives

From the time the President delivered his message there was an obvious air of relief at both railroad headquarters. The feeling was that the matter is now in the hands of Congress, whence

which is that we accept without arbitration. The substitution of an eight hour day for the present ten hour day in all summer of the existing practices and agreements. This is the main point in controversy and we cannot surrender it without an opportunity to be heard in some form of fair arbitration.

When the eight hour day now undoubted that the eight hour day now undoubted in the results of their conference in the results of their conference in the results of their conference in the facts and poen thus disclosed, an adjustment should in some orderly manner be sought of all disclosed, an adjustment should in some orderly manner be sought of all the matters now left unadjusted between the railroad managers and the men.

These proposals were exactly in line, it is interesting to note, with the position taken by the Supreme Court of the United States when appealed to to protect extain litizants from the cumstances of the case, who even re-

society has not yet recorded its judg-ment upon this subject. "We are not in this controversy, howof the union leaders the opinion prevails ever, dealing with the conditions relat-here to-night that the public will force ing to the eight hour day in the indus-them to postpone the effective date of trial world. The difference between the the strike order until Congress has an eight hour day in business and manufacturing interests and in the railroad train service day has been fully explained. The railroad day is a basis for comput-ing pay and overtime, the length of daily service being controlled by varia-

Real Purpose of Demands.

"The demands involved in this conadgment, for the purpose of fixing a efinite daily period of labor nor a rechange in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately \$100,000,000 per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

"After careful examination of the facts and patient and continuous con-sultation with the conference committee of managers and among ourselves we have reached a clear understanding of the magnitude of the questions and of the serious consequences to the railroads freedom to work eight hours or and to the public involved in a decision

As trustees for the public served by banks, the trust companies and insur ance companies are vitally interested to the extent of millions of dollars in the integrity and solvency of the railroads of the country, we cannot in con-science surrender, without a hearing, the principle involved, nor undertake to transfer the enormous cost that will resuit to the transportation of the com-

Country Now Under Severe Test.

ountry now already under severe test

in this emergency.

"In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the sues presented have been raised above and beyond the social and monetary questions involved and the responsibility

Calm Investigation Needed.

Hints were forthcoming from the brotherhood officials to-night that a decision must be reached as to what is decision must be reached as to what is decision must be reached as to what is spectful judgment eminently suitable for the calm investigation and decision time, they explained, it would be difficult to the strike order for the follow-It is generally doubted, however, that ner. The decision of a commission or a brotherhood chiefs will precipitate board of arbitration having the public confidence will be accepted by the public

deliberate or orderly manner. "The railroads of the country cannot Senator Francis G. Newlands, Demo- under present conditions assume this stand still until their places are filled, crease of freight rates (for which rat, chairman of the Interstate Com- enormous increase in their expenses. If if, indeed, it should prove possible to however, of course, the public itself.

Propose Basis of Settlement.

consequences of the declaration made by the President accepting the eight hour day, not only upon the railroads and the classes of labor involved directly in this in rapid succession.

The special committee of executives went to the White House for a conference at 11 A. M. Immediately afterward they returned to their hotel and gave out a statement of their side of the controversy.

In the meantime the announcement was made that the President would any near the fore the joint session of Congress at 2:30 to present his legislative grown.

Whole subject, in so far as it affects the ratiroads and their employees, should be investigated and determined by a commission to be appointed by the President would and respect to its findings. The judgment of such a commission would be investigated and determined by a commission to be appointed by the President would, it seemed to me, be judgment of such a commission would be investigated and determined by a commission to be appointed by the President would, it seemed to me, be judgment of such a commission would be investigated and determined by a commission to be appointed by the President would, it seemed to me, be judgment of such a commission would be investigated and determined by a commission to be appointed by the President would and respect to its findings. The judgment of such a commission would be investigated and determined by a commission to be appointed by the President would, it seemed to me, be judgment of such a commission would be investigated and determined by a commission to be appointed by the President would as tention and respect to its findings. The judgment of such a commission would be investigated and determined by a commission to be appointed by the President would, it seemed to me, be judgment of such a commission would be investigated and determined by a commission to be appointed by the President would as tention and respect to its findings. The practical means of enforcing that converted their control of the such tasks the president would as tention or not and the debatable points of the course to mission to be appointed by the President would as tention or not and the debatable points of the course to m

Agree to Accept Findings.

The word was given by the executives that all negotiations were off. From the White House also came the information that the President had decided to have no further discussions with either the executives or the employees.

From the time the President delivities of the such a commission upon the issue of an eight hour basis of pay compared with the present basis, as well as upon any other maters how in controversy that may be submitted to it by either maters.

definite results were obtained by next society in its favor. We believe that ence so far as the position of the rail-saturday it would be too late to rescind society has not yet recorded its judg-roads is concerned. The society has not yet recorded its judg-roads is concerned. Briefly summarised the important of the rail-society has not yet recorded its judg-roads is concerned. Briefly summarised the important of the rail-society has not yet recorded its judg-roads is concerned.

points developed by their deliberations here are:

"First—A renewed insistence upon the principle of arbitration as the only proper method of settling labor disputes. The railroads have given the employees every possible consideration in this re-spect by offering to arbitrate their dif-ferences either through the Interstate Commerce Commission, under the New-lands act or by a commission to be se-lected by the President of the United

their other employees, the shippers, the industrial, commercial and general public, which they have been made to reel by thousands of telegrams insisting upon the maintenance of their position

Dear Responsibility for Strike.

"The railroad executives came to Washington upon the invitation of President Wilson and in good faith have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing. Responsibility for the threatened strike does not rest with the executives.

railroads and is the utmost concession to the demands of the men in the interest

of peace which they feel able to make,
"Any other course would involve the
surrender of a vital principle and impose undue burdens upon industry and ommerce, impair railroad credit revent railroad progress to meet rapidly increasing commercial demands the country.
"The strike, if it comes, will be forced

upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for road or business world, but one in-volving democracy itself, and sharply tresents the question whether any ground of citizens should be allowed to possess the power to imperil the life of the by conspiring to block the ar

Wilson Says: "God Help You!" President Wilson, realizing that the way executives he was sorry it had been

brotherhoods are particularly strong.

less powerful employers (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and SPEECH IN CONGRESS

ance in dealing with a very grave their methods of service by situation which has arisen out of the legislation. The court has hel "The eight hour day without punitive for an hour and a half of service for with calculations and opinions. every hour of work beyond the eight. ever scientifically attempted.

than 20 per cent. In the pay of men, al-ready the most highly paid in the trans-made familiar with the demands of the ready the most highly paid in the trains portation service. The ultimate cost to men and the arguments urged in favor the railroads of an admission in this of them, and even more familiar with manner of the principle under contention the objections of the railroads and cannot now be estimated; the effect upon their counter demand that certain the efficiency of the transportation of the privileges now enloyed by their men privileges now enjoyed by their men and certain bases of payment worked out through many years of contest be and at a time when more instead of less effort is required for the public welfare would be harmful beyond calculation.

"The widespread effect upon the industries of the country as a whole is beyond measure or appraisement at this time and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads failed and the means of arbitration for which the law pravides were released. parties. The means provided by law would be suffered to stand in the world be mediation of the controversy of their increasing their revenues

which the law provides were rejected.
"The representatives of the railway executives proposed that the demands trative efficiency did not prove ade of the men be submitted in their en- quate to meet them. defeat the demands of the men, no itter how just their cause may be."

To the other proposals contained in President's programme no important few from even a temporary interruption securives or the employees. But in closely associated with the demands or were willing to serve those who served to call for reconsideration on their own them merits. The men absolutely declined upon them

Tragical National Calamity.

The railroads of the country cannot under present conditions assume an eight hour day so as to apply to all their employees.

If is acknowledged that President Wilson of the Sense has eight hour day for the trainmen will mean eventually appropriate the present award power of the cannot be brought it may be extension of the same working hours to all other classes of employees. Four hundred million dollars a year is not fine extension of the sense has suited from their food supplies, the whole commerce of the nation will be partially appropriate the present threads and eight hour day for the trainmen will mean eventually the extension of the same working hours to all other classes of employees. For hundred million dollars a year is, therefore, the increased burden that President Wilson agis the present continued to the demands of the country for the present continued to the public of the United States to assume in settlement of the present conditions assume the railways and their employees.

The railroads of the country cannot deer present conditions assume the still undivised a still until their places are filled. Clies will be cut of more dealth which and the interest of the resident will be made to their securities. The immediation until the place of the nation will be partially appropriate the present continued the residual distributions assume that will be all their and all clies will be cut off the man all. Clies will be cut off the man at the interest of the man and clied in the dealth of the present controvers between the railways and their employees.

The railroads of the country cannot defend to the flowed pay the whole commerce of freight rates for which them as all Clies will be cut off them at all. Clies will be cut of the nation will be partially appropriate the present controvers between the railways and their present controvers between the railways a

Propose lissis of wettlement.

Since the abolition of slavery no more refectual means has been devised for it. 1916, keep the time of all men suring the bondage of the workingman rhan the passage of the compulsory it wettleasted the compulsory it was presented in this movement upon an insurinal shortest of the Canadian industrial disputes act.

Both sides Prepare for Action.

Despite the new turn of affairs both the executives and the brotherhood representations and the executives and the brotherhood representations of the executives and the brotherhood representations of the executives and the brotherhood representations of the executives felt Washington to single in an exception of the decision of the decis

the railway managements and put into approve, and immediately lay practice for the present as a substipay and service; that I should appoint, with the permission of Conjudgment. gress, a small commission to observe "The commission should consist of not the results of the change, carefully ent in order to safeguard the future, iss than five members, and should be authorized to hear and determine all specified to the findings of said commission of labor under which the to take counsel with the reptor of the working out of such plan as it.

"GENTLEMEN OF THE CONGRESS -I expected if they should submit to the have come to you to seek your assist- regulation of their charges and of provision that the investigators shall demand of the employees of the rail- it would not undertake to form a judgroads engaged in freight train service ment upon forecasts, but could have that they be granted an eight hour its action only upon actual experience; working day, safeguarded by payment that it must be supplied with facts, not "The matter has been agitated for undertake to arbitrate the question the adoption of an eight hour day in and predicted would be to undertake

Railronds Rejected the Plan.

man could undertake it, or, if he did undertake it, could feel assured of

"I unhesitatingly offered the friendly services of the Administration to the justice was done the railroads in the outcome. I felt warranted in assuring them that no obstacle of law would be suffered to stand in the way meet the expenses resulting from the change so far as the development of their business and of their adminis-

arbitration, especially if any of their boods accepted the plan; but the repestablished privileges were by that resentatives of the railroads declined means to be drawn in question. The to accept it. In the face of what I aw in the matter put no compulsion cannot but regard as the practical certainty that they will be ultimately by the concerted action of organized "The 400,000 men from whom the labor, backed by the favorable judgdemands proceeded had voted to strike ment of society, the representatives of if their demands were refused. The strike was imminent; it has since been tifled in declining a peaceful settle-set for the 4th of September next. It ment which would engage all the tion of war while Congress is wrestling and the social and financial rearrange with the problem that has been thrust undertaken by the public, but in no less the country. The freight service. They feel the hostile influence of shipthe country. The freight service. They feel the hostile influence of ship throughout the United States must pers, who would be opposed to an in-

ence alike of conviction and of pur-Following the conference of the Presidence of the President with the four brotherhood chiefs at the White House last night, when they refused to recall the strike order for september 4, the events of to-day came is ranid succession.

In ranid succession. ticular dispute and the country had header and second place yesterday at been caught unprovided with any the Polo Grounds, and the excitement practical means of enforcing that con-

establishment. I, therefore, proposed and any arbitrators who represented that the eight hour day be adopted by public sentiment were most likely to foundations for securing arbitration tute for the existing ten hour basis of with regard to everything else in-

"I was seeking to compose the pres-Farewell by Railway Heads.

The railroad presidents before leaving to-night issued this statement:

"We are unable after the mos earnest consideration to agree with the proposal consideration of the United States, with instructions and the operation of the indings of said commission or in the working out of such plan as it their existing agreements with the gard to the best means for providing, so railroads, with instructions to report the facts as they found them to the Congress at the earliest possible day, unhappy situations in the future—the limits of their conviction above expressed to find a solution of the situation of the situation or the substitution of an eight hour day in all states of the tributes of the nation with respect to the strike or an all their existing agreements with the gard to the best means for providing, so railroads, with instructions to report the facts as they found them to the Congress at the earliest possible day. United States that a disclosed, an adjustment should in disclosed.

fused to admit the circumstances to be what they have turned out to be.
"Having failed to bring the parties to this critical controversy to an accommodation, therefore, I turn to you, deeming it clearly our duty as public servants to leave nothing undone that we can do'to safeguard the life and interests of the nation.

Recommends Legislative Action. "In the spirit of such a purpose earnestly recommend the following

"First-Immediate provision for the enlargement and administrative reorganization of the Interstate Commerce Commission along the lines em bodied in the bill recently passed by the House of Representatives and now waiting action in the Senate, in order that the commission may be enabled to deal with the duties now devolving upon it with a promptness and thor oughness which are, with its present constitution and means of action, prac tically impossible

"Second—The establishment of an eight hour day as the legal basis every mile of track and yards of all the great Eastern systems, where the who are actually engaged in the work

appointment by the President of a small body of men to observe the actual results in experience of the adoption of the eight hour day in railway ransportation, alike for the men and for the railroads; its effects in the natter of operating costs, in the apolication of the existing practices and in all other practical aspects with the report their conclusions to the Con-gress at the earliest possible date, but without recommendation as to legis-lative action; in order that the public source just what actual developments

"Fourth-Explicit approval by the Interstate Commerce Commission of such additional expenditures by the ailroads as may have been rendered necessary by the adoption of the eight-hour day and which have not een offset by administrative readjustnents and economies, should the facts the New Haven railroad to be in readi-"Fifth—An amendment of the exist-pany. Saybrook is a junction point and lisclosed justify the increase

ng Federal statute which provides for the mediation, conclitation and orbitration of such controversies as he present by adding to it a provision that in case the methods of accommodation now provided for should fail, a full public investigation of the merits of every such dispute shall be strike or lockout may lawfully be at-

"And sixth the lodgment in the hands of the Executive of the power, in ease of military necessity, to take conrol of such portions and such rolling as may be required for inilitary use and to operate them for military purposes, with authority to draft into the military service of the United States military service of the United States day midnight. After Sunday free such train crews and administrative any kind that is accepted will afficials as the circumstances require dorsed "subject to indefinite delay."

"This last suggestion I make 'equise we cannot in any circumstances suffer the nation to be hampered in the essential matter of national defence. At the present moment circumstances render this duty particularly obvious. Almost the entire military force of the nation is stationed upon the Mexican order to guard our territory against hostile raids. It must be supplied, and stendily supplied, with whatever it

poses of national defense to transfer grapes, valued at \$6,000,000, remain on the vines and will be lost if the strike some other part of the country, for is called and continues to any length of

tude of the men. I considered it my acted and set the strike for the 4th of awards judgments by record of a duty to confer with the representa- September.

The railway managers based their pretation and enforcement may be not

Yanks Beaten Twice.

Max Horowitz, 22 years old, a tailor saw the Detroit Tigers win a double and Eighth avenue, as he was leaving park he fell to the sidewalk uncon-

Horowitz was carried to a drug store. not known at that address. When Dr Fitzpatrick arrived with the St. Laurence Hospital ambulance he became un-

Atlantic City Through **Train Service New Jersey Central**

LABOR DAY SPECIAL 9:50 A. M. I.v. Liberty St., week days, 9 A. M. 3-30 P. M. Sats, only, 1 P. M. Sundays 10 A. M., 2-30 P. M. LABOR DAY SPECIAL 10 A. M.

Sleeping Cars Atlantic City to New York Leaving at Midnigdt Every Sunday except Sept. 3d) until Sept. 17th, incl. also Labor Day nig t. Open at 10 P. M. May be occupied until S A. M.



ortation. The authorization of the ROADS TO REFUSE FREIGHT ON SEPT.

Continued from First Part.

contemplated. The freight department of the Conight that all classes of freight was seing moved to its point of destination.

This was not thought indicative of any decision not to issue such an order in concert with the other roads, but be cause the Central is a short road and they delivery does not take longer than a least day on most of its lines.

RICHMOND, Va., Aug. 25 -The South nstituted and completed before a within twenty-four hours unless there was a change in conditions. The Chesa-peake and Ohio Railway announced that it would follow the lead of other railroads. throughout the country for its own pro-

Six Railroads Take Action.

MONTGOMERY, Ala., Aug. 29 -- Late annot reach its destination before Sun The roads in question are the Louis-ville and Nashville, Atlantic Const Line, Seaboard Air Line, Western of Alabama, Central of Georgia and Mobile and Ohio

FRUIT PICKING HALTED. of \$6,000,000.

of California deciduous fruits for Eastired to day because of the threatened will OPERATE TRAINS. 479,053 pounds of salted meats. On January 1 these storage between the should be necessary to purifical strike.

Upward of 5,000 carloads of table Central of New Jersey Head Prom- had on hand 152,450 cases of eggs.

time, according to dealers.

SACRAMENTO, Cal., Aug. 29 - Picking

POLICE TO CONTROL CITY'S FOOD SUPPLY Continued from First Page

omes there will be the usual greed; effort on part of some dealers to by the community's misfortune. law covering conspiracy gives the police power to arrest these price boosters. Restaurants, hotels, boarding houses and others who buy food in quantities; began to stock up yesterday. Thou-sands of orders to regular out of town supply producers were telegraphed.

Many who could not take the risk of having their extra supplies held up by the rush of orders sent out motor

the rush of orders sent out motor trucks to bring the stuff into town. September 3 has been set by the rail-roads for the last day for accepting ship-ments, and this late date is granted only for short hauls. It is expected that at 7 o'clock Monday morning every trainload of freight on the tracks will be turned

of freight on the tracks will be turned into the nearest terminal and all operation will come to a halt.

Yesterday while the heads of the roads were in Washington the other executives worked over their line routes as European generals over their topographical maps. Every route became a potential

All day by telephone and telegraph the representatives of the fourteen lines that are in contact with New York were in communication with Washington. The

The offices here were emptied of as many men as could be spared. These office aids were sent out to the terminal points to combat whatever trouble will arise when the quitting hour arrives. Railroad men said yesterday that each road will work out its own destiny, that there will be no concert of effort tal Railroad of New Jersey said last eration. Most of the lines that reac passenger, running, even if in curtail-New train lists will be issued o

350,000 Visitors in City.

Passenger agents busied themselves lay on most of its lines.

Sheriffs and constables throughout fore the strike is called, because New York has to rid itself of its floating proof last night, had been notified by population of 350,000 before the strike and it has to receive home about the No figures are available to tell of the the road has considerable tracking

imber of men skilled in the operation of trains who will remain loval to the asked last night what preparations h roads. The road managers will not tell, road had made to operate trains in the but their attitude ever since the first event of a strike, and what proportion threat of trouble has been cheerful in the the men could be counted on to rem

extreme.

It is known that for trains that are run on electric rails for commuting service—this embraces hundreds of trains with the situation. "We are in sets of the New York Central, the Penusyl- chaps that if the strike comes our tear vania as far as Newark and the Long bles will be practically over, while the Island road—New York motormen will be the men—will be just begun impressed into service so far as possible. "It might be harmful to or There is not much variance in the opera- any of the details should be discoised men of the newly formed carmen's union be available to take the place of in town may join one of the roads with- who leave, but I can say we believe out the sacrifice of his piedge to the details have been overlooked in prepunion; the railroad brotherhoods are not ing to serve the public during the server. a part of the American Federation of as nearly as possible with the same of

To the presidents of all the rallroads which bring milk into this city the New York Milk Committee sent a letter yes. FOOD IN COLD STORAGE. terday asking that in case of a railroad strike all possible efforts be used to move the milk trains. "This is the most trying time of the

result of repeated attacks of illness durshut off many of these babies will die and many of those now well will become sick when parents are forced to substitute other foods for the talls now used. ing the past weeks of summer heat," says the letter. "If the milk supply be shut off many of these babies will die

WILL OPERATE TRAINS.

ises Nearly Normal Service. William G. Besler, president of the fresh meat Central Railroad of New Jersey, was salted meats.

Soldiers fare well in our "Westpointer" shoes. Reinforced at all points subject to strain in field

Anatomically correctbuilt on the identical last Major-General Hugh S. Scott approved for the West Point Cadets.

Fifth Plattsburg Camp starts Sept. 8th. Better begin breaking 'em in now.

All stars 5% to 11: A to E widths "Regulation" tan, \$5.50 per pair *Registered Trademark.

Citizens fare well among the men's markdown suits. So many reduced. Excellent picking among those now \$20 and \$25.

ROGERS PEET COMPANY

at 13th St Broadway Comers

Fifth Ave

of Meat on May 1.

Albant, Aug 29.—The law requereports to be filed with the State is partment of Health showing the sugar of products in cold storage warehous on January 1, May 1 and September

storage warehouses in New York 144,749 cases of eggs, 52,873 pc in a butter, 5,265,782 pounds of pourts 044,943 pounds of fresh meat and

Remember This

BORDEN'S MILK

(Grade B Pasteurized)

is a clean, safe, wholesome, dependable product and is sold at

9 Cents a Quart

There has been no increase in the price of this great popular commodity and it is not our intention to increase the price unless confronted by conditions which do not now exist.

BORDEN'S

Farm Products Division